Gc 974.7 K587t
King, Shelden S.
Trolley pictures of the
finger lakes region

B&T

REFERENCE

GEN

ALLEN COUNTY PUBLIC LIBRARY
3 1833 00143 0799

.1L14-62

G & T
REFERENCE

TROLLEY PICTURES OF THE FINGER LAKES REGION

AUBURN & SYRACUSE CAR IN SYRACUSE IN EARLY DAYS

SHELDEN S. KING

REFERENCE
B & I

FOREWORD

"Trolley Pictures of the Finger Lakes Region" is presented in order to give the average trolley fan a better picture of the long forgotten systems of that picturesque part of our country.

The photos used in this booklet were obtained from various persons. The letter in parenthesis following the caption indicates these persons: K, Shelden S. King; M, Stephen D. Maguire; N, Barney Neuburger; T, Leonard Y. Tripp. Some of those photos credited to King were obtained from various residents of Waterloo and Geneva, to whom many thanks are expressed.

Shelden S. King
R. D. 3 (Magee)
Waterloo, New York

September 1, 1955 Member, ERA

CONTENTS

Introduction
Map
Canandaigua
Geneva
Auburn
Ithaca
Watkins Glen (Elmira)
Penn Yan
Gateway Cities

1221298

ITHACA Street Railway 36 on Cayuga Hts. line. (N)

TROLLEY PICTURES OF THE FINGER LAKES REGION

"The heavens declare the glory of God; and the firmament showeth his handywork." Psalm 19:1.

The Finger Lakes are beautiful. Their beauty is not to be matched elsewhere in these United States. Many a person of the Region who has traveled the world 'round has returned home only to exclaim that the Finger Lakes Region of Central New York State is the most beautiful part of this terrestial ball.

Around the southern fringe of the Region are many beautiful waterfalls and glens. One waterfall--Taughannock, 15 miles north of Ithaca along the west shore of Cayuga Lake--is higher than more famous Niagara--in fact, it is the highest waterfall east of the Mississippi, and the second highest in the country (215 feet). South of Ithaca are Buttermilk Falls and Enfield Glen (Robert H. Treman State Park). South of Moravia, a neat village south of Owasco Lake, is Fillmore Glen, an extremely rugged and beautiful place. Well-known Watkins Glen has been a popular attraction for more than 80 years.

This land has its pastoral side, where hills are gentle and the landscape sylvan. Some hills, especially those around the southern fringe, might be called mountains by strangers. Around the southern end of Skaneateles Lake, the hills rise sharply from the shore. The large city of Syracuse gets its drinking water from this lake. Its water is said to be the second purest in the world.

"The region is sprinkled with classical names, such as Sempronius, Ithaca, Cato, Ovid, Lodi, Scipio, Romulus, Marcellus. It is said they were bestowed by some scholar in the state surveyor general's office who had to name the rapidly organizing new townships in a hurry after the Revolution." (from Slim Fingers Beckon, by Arch Merrill, 1951) It's near Ovid where one can see two lakes--Cayuga, the longest, and Seneca, the deepest.

The villages and cities of the Finger Lakes Region are just as beautiful as the country side. Here are such places as Canandaigua, Geneva, Waterloo, Seneca Falls, Auburn, Ithaca, Watkins Glen and Penn Yan. In our study of the trolley lines of the Region, it will be found that these were the places where they ran.

Beautiful Ithaca, built mostly on steep hills, located at the southern end of Cayuga Lake, is the home of well-known Cornell University. In the early days of this century, Ithaca was Hollywood. Yes, movies were made here. Many of the "Perils of Pauline" films were made in and around Ithaca. It was Lehigh Valley R.R. tracks to which Pauline was tied, and rescued from in the nick of time. But, Finger Lakes weather was not too well suited for picture taking, and, so, the industry moved to sunny southern California. Speaking of movies, Theodore W. Case of Auburn perfected the tube that made possible sound movies.

Many a navy man from the World War II period will re-

member Geneva as the town to which he first came, before being taken to the Sampson Naval Training Center on the east shore of Seneca Lake, 15 miles south of the city. Today, the Air Force has taken over, and, since 1951, many an airman has received his basic training at the Sampson Air Force Base.

The Region is full of history. It is possible only to name a few of the Region persons and events that have helped make our nation great.

The first Women's Rights Convention in the nation was held in 1848 in Seneca Falls, near the northern end of Cayuga Lake. President Millard Fillmore (number 13) was born in a log cabin near Moravia. Later, he taught school in Scott, Cortland County, a short distance south of Skaneateles Lake. William H. Seward, the famous Secretary of State under Lincoln and Johnson, was an Auburn man. John D. Rockefeller lived as a boy near Moravia. And many others have left their imprint upon our great land. Many another yet unborn resident will, too, leave his imprint.

There were eight trolley operators in the Finger Lakes Region, as follows:

New York State Railways (Rochester and Eastern line to Geneva)
Geneva, Seneca Falls and Auburn Railroad
Auburn and Syracuse Electric Railroad
Auburn and Northern Electric Railroad (Auburn-Pt. Byron line of Empire State Railroad)
Ithaca Railway, Inc.
Central New York Southern R.R. (Ithaca-S. Lansing trolley)
Elmira and Seneca Lake Traction (Glen Route of the Elmira Water, Light and Railroad)
Penn Yan and Lake Shore Railway

While pictures make up most of the content of this booklet, brief histories of these systems are included. Also included are photos and historical sketches of the trolley systems of some of the Gateway Cities; those cities which provide a direct entrance to the Finger Lakes Region.

Auburn & Syracuse interurban 56 on Genesee St. at Market, Auburn, about 1906 (K)

CANANDAIGUA

Horescars ran along Main Street in Canandaigua as long ago as September 6, 1886. Electric cars came in 1892. The New York State Railways in later years was the operator of the line, leasing it from the owner, the Ontario Light and Traction. This company kept two old double end, double truck railroad roof cars for use in the city. These had nine windows on a side and a single pole. Their numbers were 307 and 326. Local service ended July 31, 1930, the same day that the Rochester and Eastern interurbans between Rochester and Geneva quit.

The Rochester and Eastern Rapid Railway was incorporated on October 19, 1901. The line reached Canandaigua on November 15, 1903, and Geneva, its eastern terminus, on June 15, 1904. The 44-mile route used large Stephenson wood interurbans, built in 1903 and 1904. These were supplemented after 1914 by a steel car, number 157, built by Niles. The Rochester and Eastern Rapid Railway was merged with the N.Y. State Rys. on March 22, 1909. The line enjoyed prosperity for some years; but, automobiles began making inroads in the business during the twenties, and, when the depression hit in 1929, that spelled the end for the line, and the last cars were run on July 31, 1930.

(William R. Gordon, 811 Garson Avenue, Rochester, New York, has written a complete story of the Rochester and Eastern system, called The Route of the Orange Limited, and copies of this book are available from Mr. Gordon.)

ROCHESTER and Eastern interurban stuck in snow on Castle St., Geneva, near the station, in January, 1925. (K)

IN January, 1925, a blizzard dumped much snow onto Finger Lakes Region communities, and the trolleys were out of commission. In Geneva, both the Rochester and Eastern and Geneva-Seneca Falls lines were hit. The UPPER photo shows G.S.F.&A. R.R. snow sweeper number one on Exchange St. at Castle. The LOWER photo shows one of the single truck Birneys, used in local service, stuck on Seneca Street. "Rin-Tin-Tin" and "The Lighthouse by the Sea" were the latest movies at the Regent, around the corner on Exchange Street.(K)

GENEVA

The Rochester and Eastern line terminated at a station located on the site of the present A & P Store on Castle Street. There was no physical track connection between the R&E and the other Geneva trolley operator, the Geneva, Seneca Falls and Auburn Railroad.

The Geneva, Seneca Falls and Auburn R.R. operated the local streetcar line in Geneva and the suburban line to Waterloo, Seneca Falls and Cayuga Lake Park.

The local line in Geneva extended from Hobart College to the Lehigh Valley R.R. station, via Pulteney Street, Milton Street, Main Street, Seneca Street, Exchange Street, Lewis Street and Genesee Street. Before 1919, single truck deck roof two-man cars were used. After 1919, came two single truck Birneys, with a third such car being added in 1923.

The suburban line used 13 large double truck deck roof wooden cars, built by Wason in 1909, numbered (probably) 100-112.

Historically speaking, the company is traced to two steam dummy lines that began operating in 1886; the Seneca Falls and Waterloo Railroad and the Seneca Falls and Cayuga Lake Railroad. These companies operated between the places in their names. Neither was a financial success. On December 7, 1889, the Seneca Falls and Waterloo R.R. was sold to a new concern, the Seneca Electric Railway, which electrified the line, operations commencing in July, 1890.

On April 27, 1895, the Geneva, Waterloo, Seneca Falls and Cayuga Lake Traction Co. was incorporated. It consolidated the Seneca Falls and Cayuga Lake steam dummy line, the Seneca Electric Ry. and two companies that did not get beyond the construction stage --the Geneva and Waterloo Ry. and the Geneva Surface Railway. The company began operations in September, 1895 over its entire 17 miles of track, which was made up of the Geneva local line and the suburban line between Geneva, Waterloo, Seneca Falls and Cayuga Lake Park. The Traction Company had rebuilt all existing trackage and had put to use a portion of the Seneca Falls and Cayuga Lake steam dummy line on its route to the park. The main carbarn and powerhouse was located just to the west of Waterloo, on the site now occupied by the Hercules-Campbell Body Company. A small carbarn was located at Border City for the Geneva city cars.

On July 26, 1909, the company became the Geneva and Auburn Railway. On May 28, 1913, it was again reorganized as the Geneva, Seneca Falls and Auburn Railroad. This last reorganization is said to have come about as a result of an accident at Bayard and Stevenson Sts. in Seneca Falls, in which one man was killed and several injured. The claims threw the company into bankruptcy.

The GSF&A made all further improvements to the system; these being chiefly the purchase of two steel interurbans in 1915, and the purchase of the Birneys for Geneva in 1919 and 1923.

In 1924, the company suffered its first cut in track mileage, when the section between Stevenson and Garden Streets in Seneca Falls and the Park was abandoned. Late in 1925, the local service in Geneva was given up, and the Birneys were brought from the Border City barn to the main barn near Waterloo. Late in 1927, the track from Garden and Stevenson Streets in Seneca Falls to State and Fall Sts. (Gould Hotel) in the business area of the village was abandoned.

The two steel interurbans were sold to the Empire State Railroad for use on its Auburn-Port Byron line in 1927.

In 1904, service had been half hourly. After 1914, it was hourly, and in 1928, it was 90 minute. When the end came on December 6, 1928, only the three Birneys and one of the 1909 interurbans were in operating shape. As mechanical failures had developed on the other cars, they were brought to the Waterloo barns and stored. The wooden cars were burned on the premises; but, the Birneys were sold to the Ithaca Railway, Inc. for further service.

GSF&A RR 103 at the barns, Waterloo. John J. Carroll, motorman. (K)

UPPER-Seneca Falls and Waterloo R.R. steam dummy train; engine 2; coach 5, c-1889. (K)
CENTER-Geneva, Waterloo, Seneca Falls and Cayuga Lake Trac. 40 in local service, Geneva, c-1909. James B.Ryan, right, conductor. (K)
LOWER-GSF&A RR car on Main St., Waterloo, at Virginia. (K)

AUBURN

The "Auburn" in the Geneva, Seneca Falls and Auburn Railroad came from the fact that the company and its predecessors had in mind to extend to that city. But, this was never done, perhaps due to the fact that Cayuga Lake might have had to have been bridged at its northern end; however, the New York Central R.R. trestle across the lake could, perhaps, have been used.

In Auburn, the Auburn and Northern Electric Railroad did build the Clark Street line, which was completed about 1908, and, which was said to have been the beginning of an extension to Seneca Falls. The Clark St. line was always operated by the Auburn and Syracuse Electric Railroad, which ran the local streetcar system in Auburn, and the interurban line to Syracuse, via Skaneateles.

There were six local lines in Auburn:

Owasco Street to Lakeside Park
South Street to Lakeside Park
North St. (belt with Seymour St.)
State Street
Genesee Street
Clark Street (owned by Auburn and Northern)

Lakeside Park, on Owasco Lake, was owned and built by the trolley company. It was a popular amusement center for many years. The park is still there; but, the roller coaster and most other attractions are gone. Open cars were used on the lines to the Park.

Auburn, metropolis of the Finger Lakes Region (population, 36,722), had the first street railway system in the Region. The Auburn and Owasco Lake Railway Co. began operation of a 1¼ mile horse railway along Genesee Street on September 17, 1872. The East Genesee Street and Seward Avenue Railway Co. opened a 2¼ mile line shortly thereafter on Genesee, Perry and Franklin Streets. Both companies were consolidated into the Auburn City Railway Co. on October 1, 1886.

The Auburn City Railway rebuilt and changed the system about 1891.

In 1895, C. D. Beebe, a Syracuse financier, and, later, founder of the Beebe Syndicate, which controlled certain central and western New York electric railway properties, including both Auburn companies, gained control of the Auburn City Railway. Beebe rebuilt the system again and extended it. Electric cars made their debut at this time.

On January 1, 1901, the Auburn Inter-Urban Electric Railroad began operations of a 6.7 mile line to Skaneateles. On September 30, 1902, this company was consolidated with the Auburn City Railway to form the Auburn and Syracuse Electric Railroad, which opened a 27-mile line to Syracuse on June 23, 1903. The cars reached their terminal in Syracuse, located on West Fayette St., near the old New York Central station, via the tracks of the Dudley Street carline.

The route was double tracked between Syracuse and Skaneateles in 1906. Between Skaneateles and Auburn, the track followed the highway, which contains several dips; and a ride on the trolley compared to that on a roller coaster.

Financially, the interurban fared quite well. For many years, half-hour service was provided; but, in later years, hourly trips were made, except during rush hours.

First abandonment was the North St. and Seymour St. local line, which quit in 1925. The rest of the Auburn local lines quit on October 15, 1927.

The interurban managed to continue; but, the depression meant its end, and that came on April 15, 1930.

The Auburn and Northern Electric Railroad, mentioned earlier, opened a 9-mile line to Port Byron on June 28, 1908. On July 23, 1908, the Rochester, Syracuse and Eastern R.R. completed its line to Port Byron, and through service between Rochester and Auburn, via Port Byron, was commenced on that date. This ended on December 18, 1909, when the Rochester, Syracuse and Eastern completed its own direct route to Syracuse, via Weedsport.

On February 17, 1913, the A&N was merged with the Rochester, Syracuse and Eastern and the Syracuse,Lakeshore and Northern (to Oswego) to form the Empire United Railways; but this combine was broken up on October 31, 1917. The A&N line became the Auburn-Pt. Byron division of the Empire State Railroad, which usually assigned one of its large steel cars to the line to shuttle between Auburn and the Rochester and Syracuse R.R. mainline at Port Byron. Later, two lighter steel cars, purchased from the Geneva, Seneca Falls and Auburn R.R.,were used. After the abandonment of the Auburn and Syracuse Elec. R.R. in 1930, the Auburn and Northern line was leased to the Rochester and Syracuse R.R., which was the name the old RS&E had taken after 1917, and direct service to Syracuse from Auburn was operated; this being somewhat faster than the up hill and down dale A&S. However, business was not good, and on June 27, 1931, service on all divisions of the Rochester and Syracuse Railroad ended.

AUBURN and Syracuse Elec. R.R. cars stuck in snow in downtown Auburn, 1924. (from a newspaper)

UPPER-Local cars on Genesee St., Auburn. (N)
CENTER-Some employees posed in front of car 29, about 1909. (K)
LOWER-Builder's photo of car 31. (N)

UPPER-Auburn city car 301, in Auburn, when new.(N)
CENTER-Open car 13, used on the lines to Lakeside Park, when new, probably 1907. (N)
LOWER-Last car into Syracuse from Auburn, April 15, 1930. (M)

ITHACA

Ithaca had the third electric railway installation in New York State. This line, built and operated by the Ithaca Street Railway, ran from the Lehigh Valley R.R. station down State Street to the Ithaca Hotel. It was opened on January 2, 1888.

The very first electric railway line in the Empire State was opened in Binghamton on May 31, 1887. The second such installation was the Jamaica and Brooklyn Road Co., which opened a line along Jamaica Ave. in what is now Queens on December 17, 1887.

The pioneer line in Ithaca was frequently out of service, and the company failed in 1892. The system passed to new interests, and was rebuilt and extended. The first car scaled the 13% grade on East State Street on January 28, 1893; a feat many thought would not be accomplished.

The Cayuga Lake Electric Railway was built in 1894 from Railroad Ave. mostly on private right of way to the then new steamboat landing on the Renwick Estate. This company built Renwick Park, with a streetcar loop inside the grounds. This 1½ mile line was leased to the Ithaca Street Railway in June, 1894; its own track on Railroad Ave. to the old landing being removed. The Park, now called Stewart Park, and a popular place, located on Cayuga Lake, was opened on July 4, 1894. The streetcar loop inside the Park grounds was removed in later years, and the cars terminated on the east side of the Lehigh Valley R.R. crossing.

Other extensions were made in 1895, 1899 and 1900. In 1905, the Ithaca and Cayuga Heights Railway was built to develop Cayuga Heights. It was operated as a loop line, and ran from Renwick Park up the hill to Cayuga Heights. The line was very scenic, affording at the top of the hill a beautiful view of Cayuga Lake; but, a horseshoe curve at the foot of the hill seems to have kept people from using the line; and it was abandoned in 1907, except for a section at the top of the hill, which was known in later years as the Cayuga Heights branch.

The Ithaca Street Railway passed to new interests in 1908. Tioga Street was soon thereafter double tracked. The company was in receivership in 1912. It was reorganized as the Ithaca Traction Corporation on March 31, 1914. Much of the loop line that served Cornell University was double tracked. There were two routes around the loop: Eddy St. and Stewart Ave.; the Eddy St. cars running counterclockwise up that street, and the Stewart Ave. cars running clockwise up that street.

Donald Stewart became manager in 1919, and remained so until the end.

The year 1921 was the best for the company. About 5000 persons daily used the cars. They paid a 6-cent fare.

On October 1, 1928, the Ithaca Traction Corp. was purchased by Frank Morse of the Chain Works, who reorganized the company on August 1, 1929 as the Ithaca Railway, Inc. This company still runs the buses. All operations became one-man. The East Ithaca and Cayuga Heights branches

were abandoned in 1930. Freight switching, performed by the company along a stretch of track once part of the Ithaca-Auburn Short Line, was discontinued soon thereafter.

The company reported 12.7 miles of line in 1934, last full year of streetcars in Ithaca. Falling revenues and rather infrequent service caused the company to abandon the streetcar operations and change to buses on June 22, 1935.

CARS-In 1934, the Ithaca Railway, Inc. reported owning 21 motor passenger cars, two trailers, one electric locomotive, six freight trailers and three service cars. It is thought by this writer, however, that most of these cars were not in service that year. Most probably, passenger service was provided by the following cars:

53-56 double end, single truck Birneys, built by Wason in 1926. These were the biggest Birneys ever built, weighing 25,000 pounds.

60-64 double end, single truck Birneys, purchased second hand from the Steubenville, E. Liverpool and Beaver Valley Trac. Co. of Ohio in 1929. These cars were at first numbered 57-61.

70, 71 double end, single truck Birneys, purchased second hand from the Geneva, Seneca Falls & Auburn R.R. in February, 1929. Cars built in 1919.

72 double end, single truck Birney, purchased second hand from the G.S.F.& A. R.R., Feb., 1929. Car built in 1923.

Two of the three service cars were:

101 single truck snow sweeper.

102 single truck line car, purchased second hand from the Brockton and Plymouth St. Ry. of Massachusetts, 1929.

ITHACA Railway, Inc. 102, line car at the barns, which were located at the foot of the State St. hill on the edge of the main shopping district. The buses are now housed here. (M)

1221298

UPPER-Ithaca St. Ry. 40, "far above Cayuga's waters", on Cayuga Hts. line. (N)
CENTER-Ithaca St. Ry. 15 in early days. (M)
LOWER-Ithaca Ry., Inc. 54, one of the big Birneys, at DL&W RR crossing, about 1930.

Ithaca's other electric railway operator, the Central New York Southern Railroad (Ithaca-Auburn Short Line)had its beginnings in 1906, when the predecessor New York, Auburn and Lansing Railroad commenced to build a line south from Auburn over the right of way of an abandoned steam line. Service over the line commenced by January 1, 1909. From South Lansing to Ithaca, overhead was strung. Every third tie was a long one, because it was originally intended to electrify the entire line, using the third rail system. A freight yard was built at S. Lansing, and electrified. There was also a ½ mile branch from S. Lansing to the Rogues Harbor Hotel.

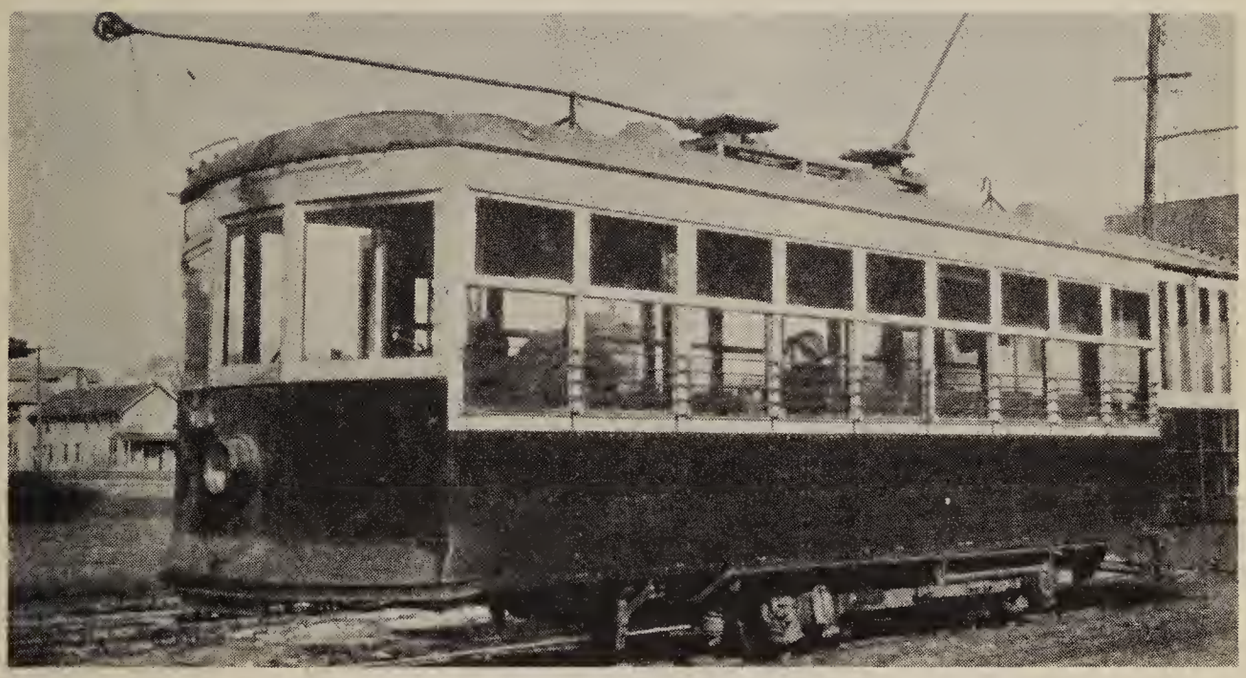
Car number 33 from the Ithaca Street Ry. probably opened trolley service. After 1910, cars 35 and 37, also from the Ithaca St. Ry., provided all passenger service on the electrified line; number 33 having gone back to city service. Cars 35 and 37 were double truck, double end, deck roof. One steeple cab locomotive, number 10, and one box motor, number 11, built about 1914, and one large double-truck open car, number 70, obtained second hand, and seldom used, rounded out the roster of electric cars.

Passengers for Auburn would either board a trolley at State and Tioga Streets in downtown Ithaca, and change to a McKeen gasoline car at Percy Field in Ithaca, or stay on the trolley to S. Lansing, where they would either change to a steam train, usually, or a gas car; a rather confusing situation. Trolleys made connections for three or four daily trips to Auburn, besides making four to six local trips to the Hotel.

The New York, Auburn and Lansing was in receivership in 1912. On July 14, 1914, it was reorganized as the Central New York Southern Railroad. The same interests that controlled the Ithaca local system also controlled the Ithaca-Auburn Short Line.

The line passed through a rather unpopulous area; thus, it was financially a failure. Government operation during World War I saved it for a time because it met the deficits; however, service on the branch to the Rogues Harbor Hotel was ended about this period, and the branch virtually abandoned. All service ended on October 31, 1923. Freight switching was continued over a short stretch of track north of Ithaca by the Ithaca Traction Corp. and its successor, the Ithaca Railway, Inc., until about 1931.

CENTRAL New York Southern locomotives 10, left, and 11, right, with box car in Ithaca. (M)



UPPER-Central New York Southern R.R. 37 in yard in Ithaca. Ithaca city cars at right. Number 17 is behind tree. (M)
CENTER-Ithaca Ry., Inc. 57, ex-S.E.L.& B.V.T. car; later number 60, at L.V. R.R. station. (R)
LOWER-Ithaca Ry., Inc. snow sweeper 101.(M)

WATKINS GLEN

Well-known Watkins Glen was once served by an interurban line from Elmira, which, before World War I, did booming business. But, with persons coming to Watkins Glen and neighboring Mountour Falls more and more in automobiles, the line was abandoned the same month as the Central New York Southern--October, 1923.

The "Glen Route", as the interurban was known, was opened by the Elmira and Seneca Lake Railway on May 19, 1900. The route followed alongside the abandoned Chemung and Seneca Canal from Horseheads to Millport, where the carbarn and power plant were located.

In the spring of 1906, a flood washed out six miles of track, and the line was thrown into bankruptcy. The Elmira and Seneca Lake Traction Co. was organized on April 26, 1906 to reconstruct the line. On April 1, 1907, the Elmira Water,Light and Railroad, which operated the Elmira local lines, purchased the company. Operations were conducted as a part of the Elmira system with accounts kept separate until merged on June 30, 1916. After this, the line was operated as "the Glen Route extension".

The "Glen Route" was owned and operated by the Elmira Water, Light and Railroad Co. throughout much of its existence. It is, therefore, good that we briefly chronolize the story of streetcars in the city of Elmira, one of the "Gateways to the Finger Lakes".

First horsecar line--Elmira and Horseheads Ry., opened 1871.

First electric line--Elmira and Horseheads Ry., opened September 2, 1891.

Elmira Water, Light and Railroad Co. took over most lines on May 28, 1900.

Elmira Light, Heat and Power Corp. took over on April 27, 1932. This company was purchased by the New York State Electric and Gas Co. on November 30, 1936. The last streetcars were run on Saturday March 11, 1939. Car 501 was the last car to run.

Elmira and Horseheads Ry. 18 and line of cars. (M)

UPPER-Elmira and Seneca Lake 204 in the early days of the Glen Route. (N)
LOWER-Elmira Light, Heat and Power 602 at Elmira Heights in the last days of streetcars. This car came from Binghamton, which abandoned its streetcars on August 1, 1932. (N)

UPPER-Elmira Water Lt. and R.R. 60, a pay as you enter car, many years ago. (T)
CENTER-Elmira Water, Lt. and R.R. cars on Water St., early twenties. (N)
LOWER-Elmira Lt., Ht. and Pwr. 407 in yard, last days. (N)

PENN YAN

The Penn Yan, Keuka Park and Branchport Railway opened 4½ miles of line on August 15, 1897. The entire line, which served all the places in the name, and also Bluff Point, was opened on October 6, 1897. The company owned two short double truck passenger cars, four 10 bench single truck open cars and one or two electric locomotives. These cars lasted throughout the entire era of the electric railway in Penn Yan. The electric line had a track connection with the Northern Central R.R. (now Pennsylvania) at the station in Penn Yan, where it started, and freight was switched to several wineries along the line, and also to Keuka College. Four miles west of Penn Yan, along the shore of Keuka Lake, was Electric Park, owned by the company, adjacent to which was the carbarn and powerhouse.

The name of the company was changed to the Penn Yan and Lakeshore Railway on August 30, 1913. By 1920, the company was operating at a loss. Passenger service was discontinued on October 11, 1926, resumed on January 1, 1927, and finally abandoned on March 13, 1927. Freight service, however, was continued until April 21, 1928.

UPPER Penn Yan & Lakeshore open car on right of way (M)
LOWER Penn Yan & Lakeshore closed car in winter at Penn Yan (M)

THE GATEWAY CITIES

Acting as gateways to the Finger Lakes are various cities in the immediate area. Some had trolley systems, and this section includes information and photos of some of these: the Waverly, Sayre and Athens Traction Co., the Elmira, Corning and Waverly Ry., the Corning and Painted Post St. Ry., the Hornell Traction Co. and the Lima-Honeoye Light and R.R. The Elmira local system is included in the section on the Watkins Glen interurban.

Briefly, here are the histories of these other systems:

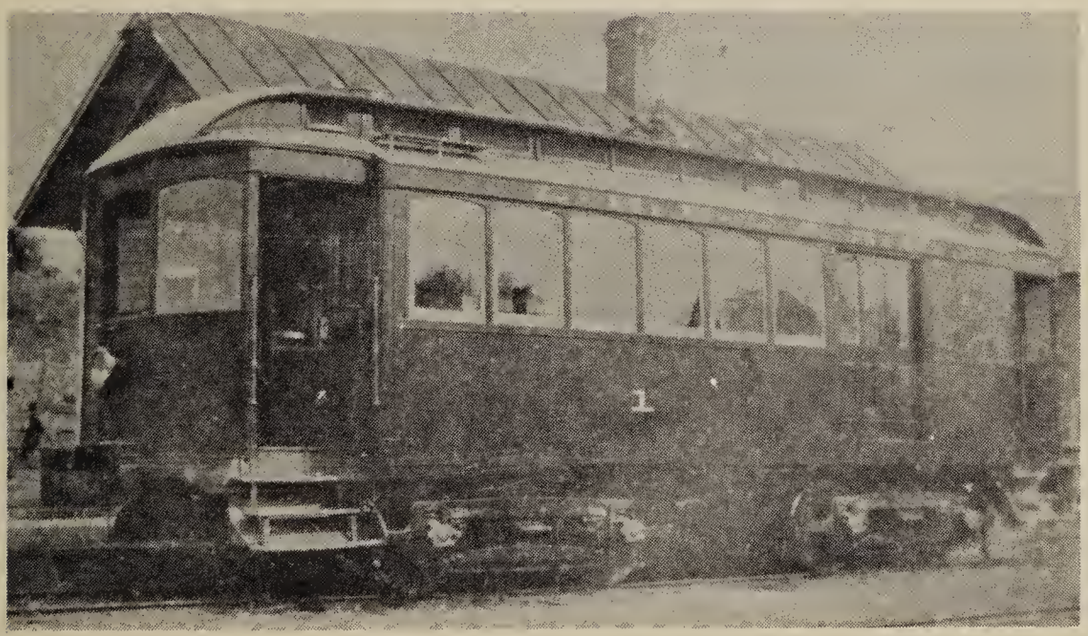
The Waverly, Sayre and Athens Traction was opened in 1896. It was changed somewhat when purchased by new interests about 1906. Two local belt lines in Waverly and the mainline to Athens, Pennsylvania, via Sayre, where the Lehigh Valley R.R. shops are located, made up the system.

The Waverly, Sayre and Athens operated under lease the line of the Elmira, Corning and Waverly Ry.Co. between Waverly and Wellsburg from 1906 until October 8, 1909, when the Elmira, Corning and Waverly reached Elmira, and commenced operating the line. The scenic E.C.& W. reached Corning in 1911. It used the tracks of the W.S.& A. in Waverly, the tracks of the Elmira Water, Light and R.R. in that city and the tracks of the Corning and Painted Post Street Ry. in Corning. The C.& P.P. operated a streetcar line from South Corning through Corning, to Painted Post. This line had commenced operations in 1895.

The Elmira, Corning and Waverly and the Corning and Painted Post were abandoned on April 1, 1930, and the Waverly, Sayre and Athens was abandoned on June 11, 1930.

The predecessor of the Hornell Traction Co., the Hornellsville Electric Railway, was partially opened on August 6, 1892, and completed 4 miles of line in the spring of 1893. The Hornellsville and Canisteo Ry. opened a line between those places on December 30, 1892. The Hornell Traction Co. took over both systems, which were controlled by the same interests, on October 6, 1909. All service ended July 15, 1926.

The Lima-Honeoye Electric Light and Railroad began operation of a 4.46 mile line between Honeoye Falls and Lima on August 8, 1899 over the line of an abandoned steam railroad that had commenced operations in November,1892. The small line was never in good financial shape. Last operator was the Lima-Honeoye Light and R.R., which took over in 1910, and abandoned all service in 1915. This was one of the earliest abandonments of an entire electric railway system in New York State.

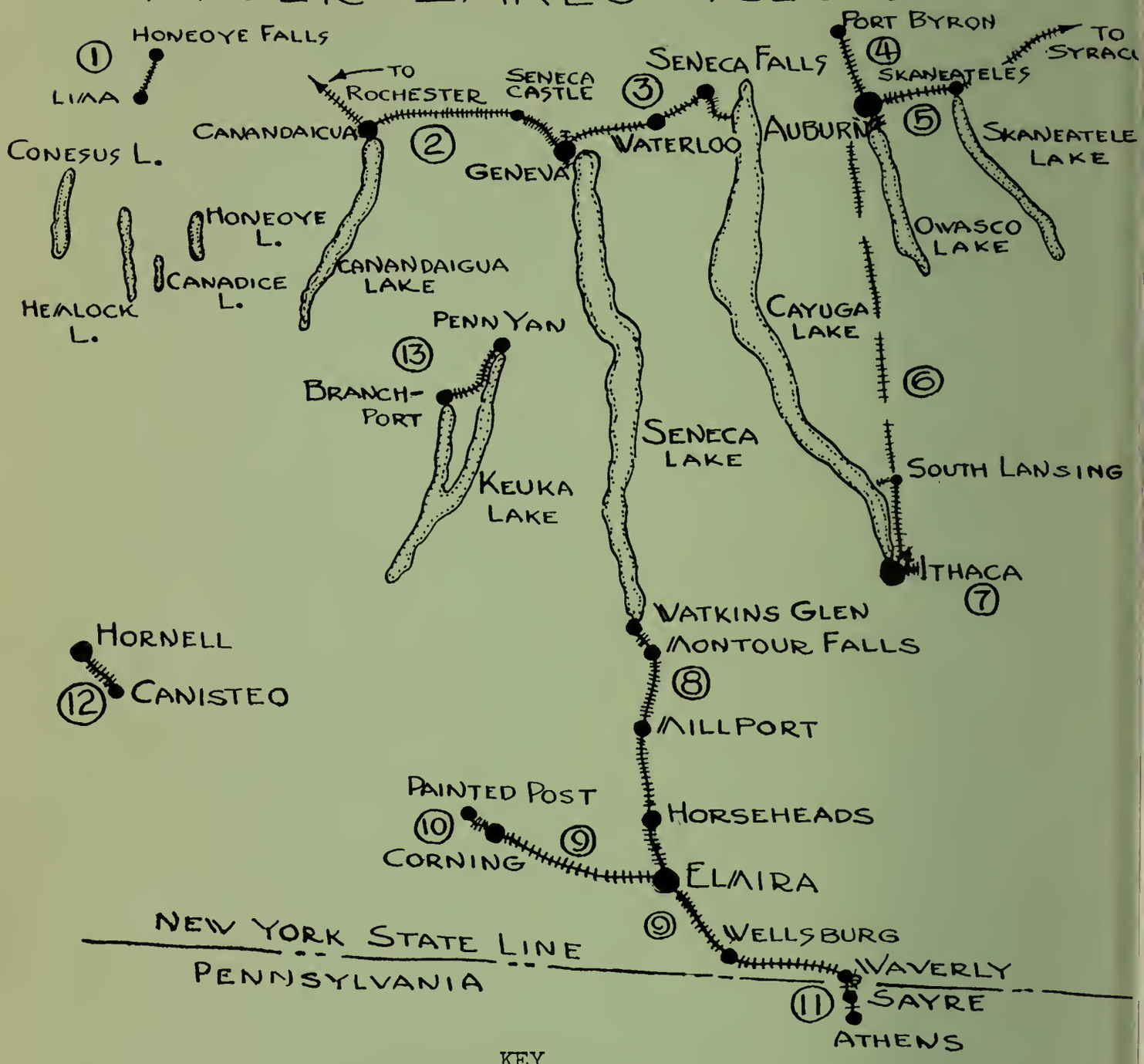


UPPER-Elmira, Corning and Waverly 104 on right of way, winter, 1920's. (T)
CENTER-W.S.& A. 110 at Post Office and General Store, Chemung. (M) (on E.C.&W. line)
LOWER- Lima-Honeoye Electric Light and R.R. car number 1.

HORNELL TRACTION COMPANY

UPPER-Car 32 in underpass.. (M)
CENTER-Cars in front of the Opera House. (M)
LOWER-Car on line at Glenwood. (M)

FINGER LAKES REGION



KEY

1. Lima-Honeoye Electric Light and R.R.
2. N.Y.S. Rys.Rochester and Eastern line.
3. Geneva, Seneca Falls and Auburn R.R.
4. Empire State Railroad, Auburn Pt. Byron division.
5. Auburn and Syracuse Electric R. R.
6. Central New York Southern R.R.
7. Ithaca Railway, Inc.
8. Elmira and Seneca Lake Trac.-Elmira Water Lt. and R.R.
9. Elmira, Corning and Waverly Ry.
10. Corning and Painted Post St. Ry.
11. Waverly, Sayre and Athens Traction
12. Hornell Traction Co.
13. Penn Yan and Lakeshore Ry.

266